

RUSSIAN RAILROADERS
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SEPTEMBER 1960

THE Southern Pacific Bulletin

We Need Your Tips... Hot, Lukewarm or Cool

(Because of its broad interest to all employes, the following article is reprinted from the INSIDE TRACK, *SP Traffic Department publication. Editor of the* I.T. *is Marjorie Glover.)*

AS YOU MAY have heard, our freight traffic has developed a sag, which we'd like to cure as pronto as possible. One good remedy is a daily dose of hot tips.

Being as how SPers get around and pick up lots of valuable information, we'd much appreciate everyone tipping off his nearest traffic representative about any freight movements he hears about that we might snag. Remember we offer rail, truck and piggyback service, and a shipment that starts in Massachusetts might still give us a long haul over our lines.

Scoops or Rumors

If you can give your SP traffic rep the full scoop, he'd love it. Like what's being shipped, how much and when, who's shipping and who's getting it, name of commodities broker if any. Also where you got your info and maybe the name of the person in the company who *really* pulls the strings when traffic is routed. But if all you have is a thin rumor, he'll be glad to have that, the quicker the better.

One thing he can't do (much as he'd admire to) is to call you back to let you know what came of your tip. To survive as a salesman, he absolutely has to parcel out his time where it will drag in the most traffic. Calling you means losing time he should be spending on bringing us home our bacon.

What, No Tips?

So suppose you never have tips? You can still do something for the cause. You can keep in mind that every time you answer the phone, every time you throw a switch or make out a waybill, you may be dealing with a customer who can hand us $100,000 in revenue tomorrow.

More tycoons than would ever admit it bestow their business elsewhere because of the attitude of someone who "just goes through the motions." It's good horse sense to conserve their time and nervous energy by dealing with a company that's easy to deal with.

Let's face it, our customers are the only reason we're getting paychecks, and we'd better treat 'em right. Besides, many of them are such Good Joes that it's a real pleasure to be nice to them.

An Interview With Paul Garin



GARIN (CENTER) TALKS TO LENINGRAD SHOP WORKERS

Russia Today... Her People And Her Railroads

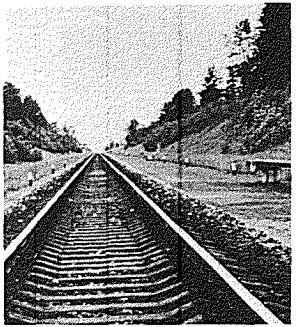
PAUL V. GARIN, manager of research and development for Southern Pacific, has returned from the Soviet Union, where he spent four weeks traveling some 6,500 miles over Russia's railroads as a member of an eight-man delegation of US railroaders, each an expert in his field.

The Americans were guests of the Soviet Ministry of Railway Transport under a new State Department exchange program that will ultimately cover ten major industries. They were the first US railroaders officially invited to visit Russia in the last 30 years.

After inspecting rail transport facilities at close range and talking informally with Soviet railroaders at all levels, the American group brought back some significant impressions.

In an exclusive interview for *Bulletin* readers, Garin answered the following questions about Russia:

Did you find the Russian people friendly, Mr. Garin?



This section of track near Leningrad shows use of welded rail and concrete ties.

The railroad officials who accompanied us were very friendly and courteous. Except for them we didn't have the opportunity to meet many Russian people. However, the ones we did meet in the smaller villages were friendly and extremely interested in the United States—especially in regard to our living and working conditions.

While traveling through the Soviet Union were you free to see what you wanted to see?

We were quite closely chaperoned. We weren't allowed to photograph or examine bridges or tunnels, which, by the way, were under armed guard. On railway trains and at facilities we always had three representatives of the Railway Ministry with us and were not permitted to stray off the beaten path.

Was the U-2 plane incident brought up?

Nothing was said about the U-2 by the officials who met us and conducted us on the tour.

Several people in the villages asked why we send spy planes over Russia, indicating that a fear propaganda campaign had been conducted over this incident. This was borne out by the many posters and placards seen on the streets deprecating the United States. However, nowhere did we run into any animosity among the people which we took to indicate that the campaign was less than successful.

What part are the railroads playing in the growth and development of the Soviet Union?

A very important part—railroads account for 90 per cent of the total internal transportation in Russia. Because of their ability to carry huge volumes with great efficiency, railroads have been singled out to bear the big load of economic expansion, which is the constant goal of the Russians.

How are the Russian railroads organized?

Their railway system is set up on a regional basis. The 35 regional parts are considered as individual railways, each having several operating divisions under it. The entire system operates under the Ministry of Railway Transport. In common with everything else in the Soviet Union, the railroads are completely controlled by the government.

How many miles of railroads does Russia have?

It has 76,100 route miles, in comparison to our 218,000. But from reports we received they handle 1½ times as much traffic volume. Since there is a lack of mechanization, this high-capacity performance must come from the work force of 3,500,000 people hired by the railroads. This is about four times the number employed by railroad lines in this country or about ten times as many on a route mile basis.

How does the railroad worker fare in Russia?

Apparently pretty well, considering the standard of living there. Railroads are a prestige industry in Russia. We were told that railroaders' wages were generally higher than those in other industries.

The standard work week on the railroads is 42 hours. Railroaders work in eight to 12 hour shifts. After they've completed their 42 hours, they are relieved until their next work week period.

"Officials" of the Children's Railroad at Kharkov greet the American delegation.



OUR COVER

A crowd of curious Russian railroaders gather around the US delegates' car at a water stop near city of Stalingrad.

All the railroad officials wear military type uniforms with visored caps. Stationmasters invariably wear red caps. The color of the braid on their collars shows in which department they work, such as administrative, mechanical, operating, and so on. The number and size of stars on their lapels indicate rank. The symbol of the railroads, a crossed hammer and monkey wrench, is woven on each cap and lapel. This symbol also appears on car equipment.

Russia maintains 13 railroad institutes, and there is great competition to get into them. Out of every four applicants only one is accepted.

Much emphasis is placed on the instruction and training of young children. In the early age group the railroads maintain and operate so-called "pioneer" camps. The children attending these camps are members of railroad families and facilities are provided for their entertainment, sports and rest, as well as their education and indoctrination. The symbol of the pioneer is a red neckerchief which is seen widely throughout the country.

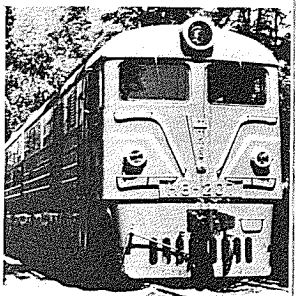
For the next age group from 12 to 18, the railroads provide what are known as "children's rail-

roads." These are actual duplications of full-scale railroads and are operated and maintained by the youngsters.

One such railroad we visited at Kharkov is known as the Malaya South Railway and has a length of three kilometers (1 and 3/10 miles).

It is equipped with scale model depot which is used as the headquarters and a shop with machine tools where the children do the maintenance work on locomotive and car equipment. Steam and diesel locomotives are used. This particular road has eight all metal passenger cars. The stationmaster at this operation is 15 years old. The children wear uniforms duplicating their counterparts on the full scale railroads. During the winter months these railroads are shut down and the children take special technical courses to further their knowledge of the railroad. The youngsters take this all very seriously and the road is governed by a council of 12 children. There is much competition to participate in this activity and only the better students are permitted to do so. If grades fall in their studies, students are prevented from working on the railroad until improvement is made. This is all in the plan to develop future railroaders in the USSR.

Each industry seems to have some type of cultural program for its employes. The railroads maintain resorts on the Black Sea or Sea of Azov where employes take their vacations. They also provide "Palaces of Culture" at which movies, concerts, dances and so on



This is one of Russia's powerful 8-axle articulated design 5,500 horse-power electric locomotives.

are held. Each railroad has its own medical facilities.

Are train crews similar to those in the States?

They use only a conductor instead of one conductor and two or three brakemen generally found on our freight trains. No cabooses are used on Russian trains. The trainmen stand or sit in open shelters located on the ends of some of the cars. On transfer runs in large terminals the locomotive is handled entirely by the engineer and his assistant without any train crew behind the engine.

What jobs do women hold on Russian railroads?

It was somewhat of a surprise to me, as it would be to most westerners, to see the way female labor is exploited. Much of the heavy track maintenance work is done by

women. This is true, too, on highway construction and maintenance. At one place I saw three women loading a truck with gravel while the driver, a man, sat on the ground waiting for them to finish the job. The women seem to do most of the shovel loading and unloading of cars and clearing of debris from the right-of-way. In the cities older women with twig brooms sweep the streets. Introduction of a modern push broom in Russia would increase the efficiency of this operation about 500%.

There seemed to be few women officers on the railroad, but at one city we visited I did meet a woman who was the head of the car department and also a woman—an Armenian-born engineer—who was in charge of all electrification in the Moscow area. The women don't seem to mind the work they are doing; rather there seems to be a feeling of emancipation. Also housing conditions being what they are, it probably isn't too pleasant just being a housewife. Too, the extra rubles earned help the family budget.

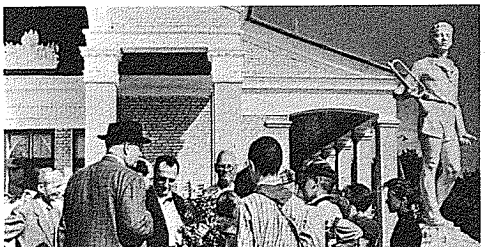
What are living conditions like in Russia?

The housing situation in the cities is critical. They are rapidly building multiple dwelling units, but they can't keep up with the population movement to the industrial areas. It is my understanding that apartments are occupied by more than one family on a sort of "shift" basis. This might explain the number of people we saw walking the streets at night. Building construction and quality are inferior by our standards.

Necessities in Russia are inexpensive; but luxuries are very high. For example, a haircut costs only 18¢ while a candy bar costs $2.50.

(In our October issue we will bring you the conclusion of this interview with Paul Garin.)

U.S. RAILROADERS VISIT A CHILDREN'S PIONEER CAMP AT KHARKOV



SP Plans Merger Of Subsidiaries

SOUTHERN PACIFIC has announced plans to merge three subsidiary railroad companies into the parent company structure, as part of its program of corporate simplification.

President D. J. Russell said a merger agreement has been approved by the boards of directors of Southern Pacific and the three subsidiaries—the Texas and New Orleans Railroad Company, the El Paso and Southwestern Railroad Company of Texas, and the El Paso Southern Railway Company.

The merger agreement is subject to approval by SP stockholders and by the Interstate Commerce Commission. SP expects to file an application to the ICC shortly, and to submit the proposal to stockholders for voting at a special meeting to follow SP's annual meeting next May 17.

Southern Pacific owns, directly or indirectly, the entire outstanding stock of the three subsidiaries, and the approximately 4,000 miles of rail line which they own in the states of Texas and Louisiana is presently operated as part of the SP Transportation System.

With the carrying out of the proposed merger, President Russell said, Southern Pacific Company will directly own and operate substantially all of the extensive rail lines in its transportation system.

Operating headquarters for SP's lines in Texas and Louisiana will continue to be in Houston.



NEW RADIO REPAIR FACILITIES

New Radio Shops Now In Operation

Southern Pacific has inaugurated a new concept in the repair of two-way radios.

Radio maintainers, working in recently completed shops at Roseville, Los Angeles and San Francisco, now find all tools, test equipment, general parts, and so on, within arm's reach. In other words, a radio maintainer need not move from his stool while repairing any type of radio set. Everything is compact and handy.

The shops fall under two classifications: (1) large shops, where five positions are set up for major repairs; and (2) smaller one-or-two-man shops.

Each shop contains incoming storage shelves, general radio repair modules, individual test equipment and repair tools, outgoing storage shelves and individual bench position lighting.

This Year Everybody Gives

Pledge a Fair Share

IT'S THAT TIME of year again when we are asked to contribute to united charity fund drives.

Each of us should examine our responsibility to our community, our neighbors and our own families—and in this year's campaign, we should rededicate ourselves to the principles and purposes of this united effort to build and preserve the health, welfare and character-building services vital to the community.

A token pledge brings nothing—gives nothing.

But a fair share pledge can bring the light of happiness to a homeless child's face . . . can bring self-reliance to the handicapped . . . can give courage and hope to the cerebral palsied, the mentally retarded, the troubled, the frightened . . . can spur giant strides toward defeat of disease and affliction . . . can give security to the aged . . . can provide a million-plus services to our million-plus citizens.



Your gift of money provides home nursing care and other help for the aging.



Through the charity drives you help the handicapped help themselves.

Place your pledge alongside the fair share yardstick. Does it measure up? If it does not, please bring it up. Let's all give.

To make giving easy, Southern Pacific provides the payroll deduction plan for employes in cities which have regular united charity fund drives.

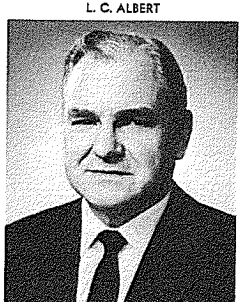
Albert and Davis Move Up at Houston

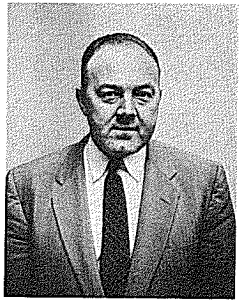
L. C. ALBERT, formerly assistant manager of personnel at Houston, has been appointed manager of personnel for SP Lines in Texas and Louisiana, succeeding E. B. Kysh, who retired July 31.

J. D. DAVIS, formerly assistant manager of personnel, has been promoted to first assistant manager.

Albert came to Southern Pacific last December from the Cotton Belt Lines at Tyler where he had been assistant general manager for two and one-half years. He started with the Cotton Belt in 1925, advancing through a number of Operating Department positions, including train dispatcher, chief train dispatcher, assistant superintendent of rules and safety, assistant general superintendent and manager of personnel. He was appointed assistant general manager at Tyler in 1957.

L. C. ALBERT





J. D. DAVIS

Davis started his railroad career as a brakeman at Houston. He was promoted to conductor in 1944 and held the positions of transportation inspector and trainmaster before his promotion to assistant superintendent at New Orleans in 1953. He served as assistant superintendent at San Antonio prior to his appointment as assistant manager of personnel in 1958.

Raymond E. Marks, assistant to vice president, Law Department, San Francisco, has been awarded the title of International Counselor of the International Association of Lions Club in recognition of his outstanding leadership as District Governor of District 4-C4 and Chairman of the Council of Governors of District Four, California and Nevada.



R. E. Buckles and his wife open a farewell gift from fellow employes.

R. E. Buckles Retires To End 40-Year Career

R. E. Buckles, assistant general manager of Southern Pacific Transport Company, Houston, has retired after more than 40 years with Southern Pacific and its trucking affiliate.

Buckles has been assistant general manager of the trucking company since 1944. He started with the San Antonio & Aransas Pass Railway (now part of Southern Pacific) as a telegrapher-clerk in 1915, and held various Operating Department positions prior to his promotion to trainmaster in 1942.

Buckles and his wife were honored guests at a retirement dinner given by SPT officers and employes. They will make their home on their farm near Livingston, Texas.

SP Director Receives Award

Stephen D. Bechtel, Sr., a director of Southern Pacific, and chairman of the board and president of Bechtel Corporation, San Francisco, has been chosen by the Joint Chiefs of Staff to receive the eleventh annual National Transportation Award as the person "whose achievement contributed most to the effectiveness of the transportation industry in support of national security."

The Award, which is given annually by the National Defense Transportation Association, will be formally presented to Mr. Bechtel during the Association's Annual Convention, October 2-5, in New Orleans, by the Honorable Perkins McGuire, assistant secretary of defense for supply and logistics.

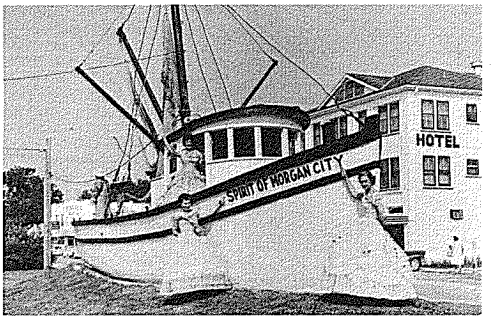
Previous winners of the Award include President D. J. Russell in 1957, for his "outstanding contribution to the solution of emergency transportation problems."

William Cranmer Named PFE Auditor

WILLIAM G. CRANMER, former assistant auditor of Pacific Fruit Express Company at San Francisco, was appointed auditor, succeeding James O'Connor who retired.

Cranmer joined PFE in 1948 as a consultant of machine accounting. In 1950 he was appointed assistant to the auditor and three years later was promoted to assistant auditor.

Eleventh of a Series: **Cities Served by SP**



A SHRIMP BOAT ON THE ESPLANADE IN HEART OF MORGAN CITY.

Morgan City . . . Shrimp Capital of the World

THIS YEAR Morgan City, Louisiana, is celebrating the biggest birthday party a 100-year-old ever had.

A city overflowing with deep Southern charm, it is nestled on Berwick Bay, almost surrounded by a network of bayous, rivers and lakes.

It was in 1860 that the founding fathers chartered the now thriving city known as "Shrimp Capital of the World." The town was then called Brashear. Its first years are a lively page out of Southern history, filled with the excitement of early railroading and the drama of the Civil War. But first let's take a look at the city of today.

Located on our Sunset Route, Morgan City is served by Southern Pacific, as well as its trucking subsidiary, Southern Pacific Transport Company.

The area is the birthplace of offshore, out-of-sight, oil drilling. The vast oil and gas reserves, plus the natural boat and barge facilities of the harbor, have made Morgan City a center for oil companies and the myriad service companies which work for the oil industry.

The area also has an almost inexhaustible supply of calcium carbonate in the form of large oyster shell reefs in the Gulf of Mexico.

The principal commodity shipped by SP from the Morgan City area is oyster shell, which is barged up the Atchafalaya River from the Gulf to Berwick where it is processed into screenings. The material has a wide variety of uses, including feed for poultry, manufacturing of roofing materials and wallboard. SP also handles shipments of fish meal, fish oil and fish scrap to various feed and fertilizer plants.

Inbound, Southern Pacific handles large quantities of machinery, drilling mud and cement used in the off-shore oil operations.

SPT has eight drivers and a terminal manager headquartered at Morgan City. The company operates schedules between Morgan City and New Orleans and Morgan City and Lafayette.

In commemoration of the city's centennial, these Morgan City gentlemen have cultivated a fine crop of whiskers.



Perhaps Morgan City's best known product is its fish. This has been a thriving industry from earliest times. Jacques Lehman, an employe of the Morgan Steamship Line, went into the business of buying and selling oysters in 1879, shipping them east and to Texas and California. And as early as 1882, "Texas trout," as catfish were commonly called, were being packed and shipped to markets.

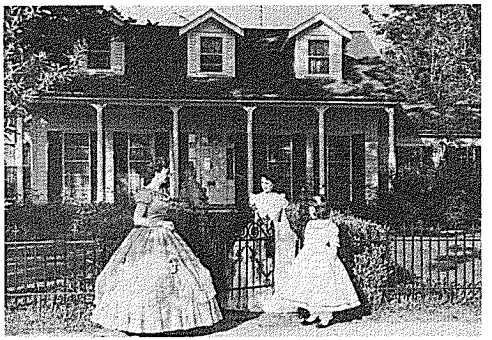
Today, Louisiana ranks first among the Gulf states in the catch of fresh water fish. Of the almost 2½ million pounds caught last year, Morgan City shipped 90 per cent. Its crab production amounts to 685,000 pounds annually.

It is shrimp, though, that has made Morgan City most famous. The small river and lake shrimp have been caught and eaten as long as man has been there but it wasn't until about 1936 that the jumbo, fine-flavored shrimp from the Gulf gave Morgan City its title of "Shrimp Capital."

Visitors to Morgan City this year take a step back in history. During their centennial, local citizens are wearing the colorful dress of their ancestors and are reviving old Southern customs.

The real story of Morgan City starts long before the hundred years ago when it was chartered. The area has been populated for more than 20 centuries but the Chitimacha Indians had things pretty much to themselves until the early 1700s.

Emile Stouff, present chief of



THIS YEAR MORGAN CITY LADIES ARE WEARING 1860 FASHIONS.

the tribe now living on the Charenton reservation near Morgan City, recalls many events out of past history and legends.

The Chitimachas lived on the bayous, lakes and rivers throughout southeastern Louisiana. Although the 2,000 Indians did some farming, they were primarily hunters and fishermen.

Their homes were huts made of palmetto leaves. The men wore their hair long and adorned themselves with all forms of jewelry from nose rings to earrings. They tattooed their legs, arms and faces with wavy broken lines and painted their knees with charcoal, rubbed into the flesh which had been scraped raw with garfish teeth.

From 1706 until 1718 many Chitimacha tribes were enslaved or killed in battles with the French and Indians. Finally the surviving tribes moved into the vicinity of Morgan City.

Before the American Revolution, only a few white adventurers found their way into the bay country from New Orleans. Thomas Berwick, a Pennsylvanian, is believed to be the earliest white settler, coming in about 1740. Sometime after 1816 Dr. Walter Brashear acquired the site of what is now Morgan City.

In 1855 an advertisement in the *New Orleans Picayune* offered homestead lots to mechanics, artisans and shopkeepers in the "new town of Brashear," named for the Brashear family, upon whose plantation it was laid out.

Two years later, the New Orleans, Opelousas & Great Western Railroad (now part of Southern Pacific) was completed to Brashear and it became the western terminus of the railroad. Here westbound passengers and freight were transferred to steamboats, to continue on to Galveston and other Texas ports.

Civil War

Because of its strategic location, Morgan City played an important part in the War Between the States. In 1861 Confederate forces established three forts in the area. The Federals followed with entrenchments in 1862. The following year Union troops used Brashear concentrations in an attempt to trap General Richard Taylor's forces. A hasty retreat action by Taylor left the Union forces emptyhanded.

In June of 1863 General Taylor struck back, raiding Brashear with 53 boats of every description. A surprise "squeeze play" by Taylor and his Confederates was completely successful. They put the Federals to flight, captured guns and munitions of all kinds and all the commissary and medical stores —along with 1,700 Union prisoners. Spiking the guns and running all the railway equipment into the bay, the Confederates took everything movable and useful with them and abandoned Brashear to the Federals for the rest of the war.

The years between 1865 and 1869 saw Brashear struggling to recover from war-time destruction wrought by both sides. However, 1869 marked a turning point when Charles Morgan, a Connecticut Yankee, purchased the railroad. He developed new wharves, railroad turntables, storage sheds, cattle pens and other improvements. From then until the '80s when the first railroad bridge was built over Berwick Bay, 17 big steamships of the Morgan Line called regularly at the port. The city even had a park with statuary, flowers, shrubs and a small zoo.

In 1876, in honor of the northern gentleman who helped them get a new start, the citizens of the community voted to change the name of the town to Morgan City.

The gay nineties for these citizens meant railroad trips to New Orleans, boating on the bayous or rides through Lawrence Park in fringed surreys. Life was never dull. There were the Mardi Gras, high stepping cake-walks and music by the White Rose Brass Band. And when the Showboat docked, there was real excitement. For those with a yen to tangle with Lady Luck, paddle-wheeled gambling boats churned up and down the river.

Modern City Today

The shout of "here comes the showboat" no longer echoes from the dock, nor do handsome gamblers deal cards from the bottom of the deck.

Today, surreys have given way to modern sports cars. Forts where fierce fighting occurred during the Civil War have been leveled by time, and their sites occupied by modern buildings. But even with all these changes Morgan City hasn't lost the romance and charm of her colorful past.

We hope she never does.

A Reminder

Free Study Courses Still Being Offered



THIS IS the time of year that children put aside their summer things and pick up school books instead. Summer is over. Fall is upon us, bringing its own freshness and new challenges.

Here's an idea for you. Why don't you begin the school year along with your children? Do as they do. Study to improve yourself.

While your offspring do homework of their own in the evenings, you can also do homework of a kind that will further your career with Southern Pacific. Do as more than 10,000 SP people have done. Sign up for a free correspondence course offered by our company.

John Detlor, supervisor of training and development, San Francisco, reminds us of the varied courses offered. They include "Freight Orientation," "Freight Rates," "Passenger Tariffs," and "Passenger Trip Planning."

The most popular course, Detlor says, is the course on Freight Orientation, consisting of eight absorbing lessons. As one of the students wrote, "I have learned more concerning the company I work for in the short time I studied the course than in all the time I have worked for the company. Not only educational, but very interesting."

Second in popularity with students is the Freight Rate Course which is divided into two parts. Part 1 covers the ICC Act, Rules to the Classification and the Exception Sheets. Part 2 deals with various tariffs.

Of Part 1, an SP man writes, "The study of the rules to the Classification has been a big help to me in understanding rate work."

Of Part 2, a student said, "It has helped me a lot in the direct application to specific tariffs, the principles of which I studied in Part 1."

Employes working for SP or any of its affiliates or subsidiaries are eligible.

For further information about any free correspondence course all you need do is drop a line to John Detlor, Training Bureau, 65 Market Street, San Francisco.

It'll take you only a few minutes to write the letter—and it will pay big dividends in the months ahead.

Son of SP Man Saves Young Girl

EVERETT EVENSON, 16-year-old son of Eugene Yard Clerk Paul Evenson, recently saved the life of a teenage girl caught in the swift current of the McKenzie River.



Young Evenson, after having come down the river on an inner tube, was resting on the bank when he heard the girl's scream.

He quickly dove into the water and pulled the struggling girl to safety.

Everett, a member of Explorer Scout Post #175 at Eugene, had had no previous training in life saving.

SP Wins Safety Award For 7th Straight Year

For the seventh consecutive year, Southern Pacific has won the National Safety Council Public Safety Activities Award.

In a letter to M. A. Nugent, superintendent of safety, G. C. Stewart, executive vice president of the National Safety Council, wrote, in part . . . "This continuing fine public service reflects great credit on both you and your company.

"Among the activities and accomplishments reported by your railroad, the judges were particularly impressed with your excellent film library. They praised the quality of your program to reduce juvenile trespassing accidents, the cooperation of your personnel with state and local safety organizations, your family safety picnics, and your skillful use of radio, TV and all media in telling the safety story."

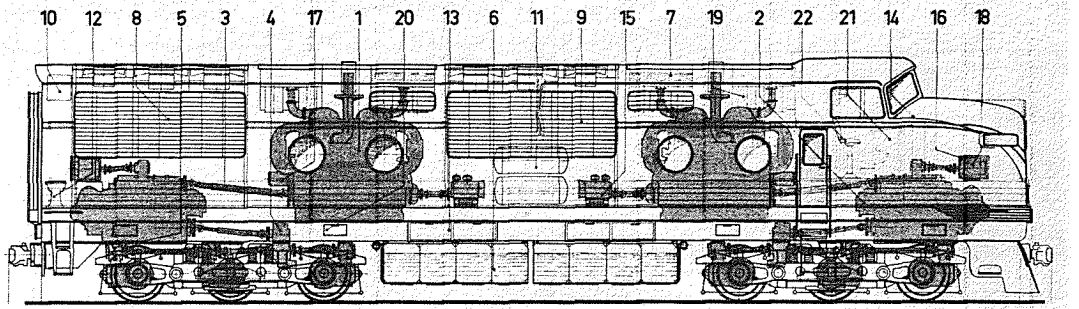
The award judges were W. O. Wilson, manager of safety, Standard Oil Company; J. C. Schmitt, utilities engineer, Illinois Commerce Commission; and L. J. McEnnis, Jr., director of public relations, Insurance Institute for Traffic.

Send-off Party For Bill Hodsdon

When Bill Hodsdon, former machinist foreman at Los Angeles General Shops, was promoted to supervisor quality control, Northern District, with headquarters at Sacramento, his many friends in Los Angeles held a dinner party in his honor. More than 30 supervisors and their wives attended the festive affair.

One of the most challenging highlights in Bill's career at Los Angeles, he says, was the rebuilding of the "Queen Mary" (Diesel Unit No. 6017—the first diesel unit purchased by the company).

The "Queen Mary" ran 3,581,100 miles at the head of the *City of San Francisco* from 1938 until late in 1953 when forces of the Los Angeles Shops took her in for the 69-day rebuilding job.



1. Engine
2. Hydraulic Transmission and Brake
3. Cardan Shaft
4. Intermediate Gear
5. Axle Drive
6. Main Fuel Tank
7. Elevated Fuel Tank
8. Cooler for Engine Cooling Water
9. Cooler for Supercharger Air
10. Heat Exchanger for Hydraulic Brake
11. Air Reservoirs
12. Toilet
13. Battery
14. Control Cabinet
15. Air Compressor
16. Lighting Generator
17. Starter
18. Oil Pump
19. Air Filter
20. Sand Box
21. Engineer's Controls
22. Engineer's Seat

Southern Pacific To Test German Diesels

SOUTHERN PACIFIC is one of two American railroads which have ordered Krauss-Maffei diesel-hydraulic locomotives from Germany for testing under our operating conditions.

SP plans to give them a thorough test in high speed, heavy duty freight service as well as in slower speed mountain service, under a variety of conditions. If the tests prove successful it is understood that similar units, not now available in this country, could be produced here by US manufacturers. For this reason, American railroad equipment builders, as well as other railroads, will be watching this research project with special interest.

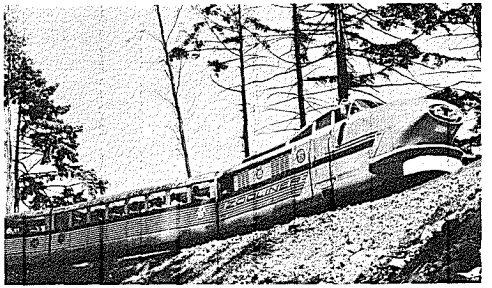
The three prototype units, which Southern Pacific expects to receive early next year, are all 4,000 horsepower. They weigh 144 tons each and have 98,000 pounds tractive effort with 33 per cent adhesion.

These locomotives, which eliminate much of the electrical equipment of other diesel locomotives, are being acquired in the expectation that they will produce material savings in maintenance expense.

In the diesel locomotives currently used on US railroads a diesel engine drives a generator that powers electric motors geared to the locomotive's axles.

The German unit eliminates the electric drive, using instead a hydraulic transmission on each truck, similar in some respects to the automatic transmission on an automobile. Two 2,000 HP diesel engines, operating at 1,500 rpm, will drive the transmissions. Output from the transmissions will produce tractive effort through universal shafts and gear drive on axles.

The units will have hydro-dynamic braking equivalent to the electro-dynamic braking of diesel-electric locomotives.



The Zooliner snakes along a fill on its spectacular run to Washington Park, Portland, over its new mountain branch. The cars and locomotives carry the medallions of each of the five railroads serving the area, including, of course, Southern Pacific.

Unique Zoo Railroad Adds New Branch Line

THE PORTLAND ZOO RAILWAY, a half-size train that has provided *a full-size thrill for hundreds of* thousands of passengers since its inaugural run in mid-summer, 1958, now boasts an exciting new addition: a 1.4 mile branch line which connects Washington Park and the city's new multi-million *dollar zoological gardens.*

Assisting in the planning, surveying, erection and operation of the popular narrow gauge line from its very inception have been many SP specialists from the Portland area.

The Zoo Line has just about everything you would find in a full-scale railroad operation—a variety of trains, spur track, electric signal system, radio, TV and *telegraph systems, tickets, tunnels,* trestles, hand cars and so on. But it wasn't until the Washington Park branch was completed that the road began operating what is now its deluxe trip.

It was anything but child's play to build the new mountain line. Thousands of Oregonians contributed money, services, labor and equipment to the task, and today the PZR, which began as a $25,000 "recreational" railroad for Portland's new zoo, is a system worth in the neighborhood of $500,000 —and the popular road is still growing.

Visit from an Old-Timer

J. ANN MACON, our *Bulletin* reporter for the Los Angeles Division, had an interesting visitor one day last month. He was Phillip Faulkner, once the personal telegrapher operator and secretary to E. H. Harriman, former Southern Pacific president.

Faulkner, now a clear-eyed gentleman of 87 who likes to smoke cigars and reminisce about the old days when he traveled with Harriman in his private railroad car, retired in 1944. He had been a *telegrapher more than 56 years,* learning the trade when he was a boy of fifteen.

When he took his first trip with Harriman, Faulkner was given the following sage advice by the railroad president: "Be courteous to *everybody and be liberal with* tips."

When he wasn't with Harriman on line, Faulkner worked a private wire between New York and Chicago from our New York office. He handled an average of 25 telegrams a day. By the time he retired the number of telegrams *handled daily from the New York* office had increased to about 3,000.

During his years with SP he became acquainted with every chairman and president of the *company* and says Faulkner, "I found them, without exception, affable, interesting and easily approachable."

A "ham" operator for more than 40 years with his own amateur broadcasting station, Faulkner has communicated with other "hams" in every state in the United States and in 38 foreign countries.

This old picture, taken in 1902, shows the Phillip J. Faulkners in the automobile built by Phillip himself. It was one of the first automobiles to run in Miami County, Ohio.



Baseball Players Treated to Picnic

Guests of honor at a well-attended picnic and baseball game held at Randolph Park in Tucson were members of the SP Employes Little League baseball teams.

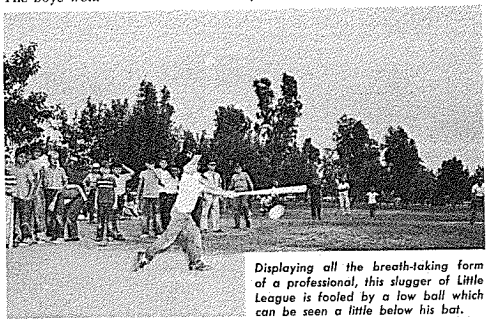
The major league team, composed of boys between the ages of 10 and 12 placed first in their age group; the minor league team, consisting of boys between 8 and 10, came in second in their league.

Sponsors of the teams are SP employes at Tucson who gave individual contributions. Many of the players are offspring of SP people. Bill Crowell, engine crew dispatcher at Tucson, is the capable baseball manager.

Highlight of the day's affair (aside from food) was a baseball game between the SP men and the boys they sponsor. Youth will tell. The boys won.



George Howell (left) assistant chief clerk, acting as Master of Ceremonies at picnic, presents baseball autographed by the team to Superintendent D. R. Kirk in appreciation of the help he gave in a pre-season drive to raise funds.



Displaying all the breath-taking form of a professional, this slugger of Little League is fooled by a low ball which can be seen a little below his bat.

Boy Scouts Take SP On Way To Jamboree

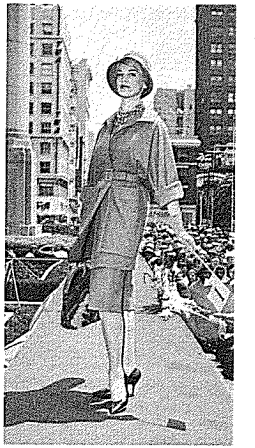
When the Boy Scout Jamboree was held recently near Colorado Springs, Colorado, employes of many railroads proved once again that when it comes to a mass movement of people and equipment railroads do the job best.

Of the some 55,000 boys from all parts of the world who attended the Jamboree, a number of them rode Southern Pacific trains on a portion of their trip to and from Colorado.

For the weeklong gathering a temporary city of 31,000 tents was set up on a 2,300 acre site.

Colorado Springs' mile-high climate evidently stimulated the boys' appetites. They put away an estimated 509,000 quarts of milk, 509,192 eggs and enough frankfurters to stretch 15 miles. To this add $12,000 worth of jam, $20,000 worth of pastries and $12,000 for ice cream and you come up with a mighty impressive food bill for a mere week's outing. For just one meal the boys ate 13 tons of steak.

Railroad scientist of the future may well be Stuart Bowen, young son of Kali Bowen, who works for SP at Klamath Falls. Stuart, a second grader, built a display he called "Future Freight Train" which was designed to run by electronics. It was an original idea with the youngster, and placed third at the City Science Fair in Klamath Falls.



YES, she works for us. June Moore, secretary of Pacific Fruit Express, was one of the finalists chosen from local firms in San Francisco to participate in the annual Union Square Fashion Show in San Francisco on July 21 and 22. Here she is shown (for the benefit of you fashion conscious) in a gold colored tunic suit.

William L. Reyes, retired machinist, Taylor Yards, is the proud recipient of a United States flag through the courtesy of the Honorable G. P. Lipscomb, House of Representatives, Washington, D.C. This flag is particularly valuable because it was flown over the Capitol before being delivered to Reyes.



RUNNER-UP in a contest to choose a "Personality Queen" of the Pacoima Community Fair was fair Irene Suzette Agron, daughter of SP Electrician Jack Agron, Los Angeles.

SP to Co-sponsor Education Lectures

Southern Pacific will join with Pacific Gas and Electric in sponsoring a series of six weekly evening lectures on the general theme, "The Educated Man."

The meetings, open to employes of both companies, will be held in the PG&E Auditorium in San Francisco starting October 18. Outstanding speakers from the Bay Area will cover such subjects as social sciences, natural and physical sciences, psychology, communications, philosophy and the creative arts.

Average American Worked to May 9 To Pay Tax Bill

It took Mr. Average American until May 9 this year—4 months and 9 days—to earn enough to meet his federal, state and local taxes, assuming he had to pay them before he could keep anything for himself. With more than a third of the year gone he could, figuratively speaking, begin earning money for himself and his family.

Back in 1920 Mr. A. A. could celebrate "tax freedom day" on February 28. In 1940 the date was March 27.

If the vital date continues to move ahead at the present rate, tax freedom day will fall on July 16 in 1980. This means that Mr. Average American will then work more than half the year to earn enough to pay his taxes.

Have YOU told YOUR representatives in local, county, state and federal governments how YOU feel about our ever-increasing tax bite?

Lee Romero, son of Librado Romero, Jr., car inspector at El Centro, Calif., has been awarded a scholarship to the San Francisco Academy of Art. The talented youth also has received an art award from the 1960 California Mid-Winter Fair and is the recipient of a Bank of America Art Award.



Fencing Strikes Her Fancy

THOSE WHO BELIEVE the art of attack and defense with a sword is only something to witness in epic movies should see 17-year-old Sheryl Payne in action.

The attractive brown-eyed daughter of Trainmaster and Mrs. Q. B. Payne of Phoenix, wields a foil with the polish of a pro after only a few months of practice.

She acquired her interest in the sport from her uncle who was an outstanding fencer in Oklahoma.

In less than a year after first picking up a foil, the vivacious Sheryl has participated in three fencing tournaments at the college level and above.

She won the open novice foil event at a tournament at Arizona State University, placed second in the Phoenix junior open and third in the Phoenix senior open. In the latter event she was competing with college, as well as more experienced fencers.

With a twinkle of amusement in her eyes, Sheryl recalls her second lesson. "They told us to wear loose clothing, but you know girls. We showed up in capris, practiced some lunges, and I became a charter member of the 'rip' club. Rather embarrassing!"

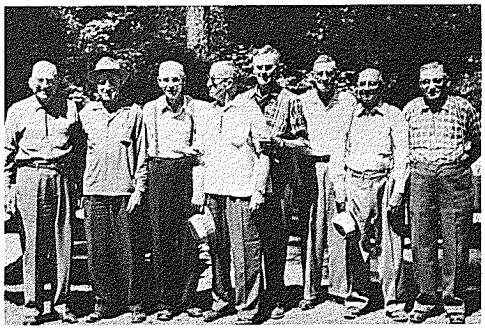
Now Sheryl wears the traditional novice fencer's costume of white pants and jacket, well padded for protection.

"A fencer must enter each competition with the thought of planning each minute move and never underestimating an opponent," Sheryl says.

A good fencer, according to her, is "one who has initiative, interest, mental alertness and a cool head. Losing your temper will only blow a match."

What do the Payne's think of their daughter's pursuit of this unusual sport? They are all for it.

Sheryl plans to continue with her fencing when she enters Arizona State University next year, and she's hoping to gain a spot on the school's top fencing team.



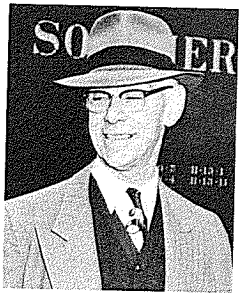
AMONG THOSE enjoying the annual Signalmen's Picnic at Lesburg Park, Springfield, Oregon, were these good looking retired signalmen (l-r) Lee V. Cutsforth, A. L. Elledge, L. Burnett, D. B. Crosby, J. E. Mills, T. T. Engle, M. E. Moyer, and Jim Moore.

Hot Dogs and Such Enjoyed by SP Folks

Among the 600 guests attending the sixth annual Southern Oregon employes and pensioners picnic at Roseburg in July were 71 pensioners. A special prize went to George Singleton, oldest retiree present. George was born in 1870, entered SP service in 1890, and retired in 1940. The "kids" with only 20 or 30 years' seniority listened avidly while the oldsters swapped yarns of wrecks, explosions and train robberies, the details of which have not grown less gory with the passage of years.

Attendance exceeded the thousand mark at the "north end" Division Safety Picnic at Jantzen Beach Park, Portland. Huge inroads were made into the mountains of ice cream bars, cases of pop and urns of coffee furnished by the company to top off pot-luck dinner brought by the employes. This affair was held for employes in the territory between Salem and Portland. A similar get-together was held in Eugene a few weeks later.

James T. Bertram, rate clerk in the General Freight Department, San Francisco, has been awarded a Traffic Management Scholarship by the Pacific Traffic Association of San Francisco in the interest of furthering education in traffic and developing individual skills and initiative in transportation management.



CHARLES MEYERS

Charles Meyers Retires From Police Department

CHARLES L. MEYERS, special agent on the Coast Division since 1944, has retired after a 49-year career with the company, nearly 45 of which with the Police Department.

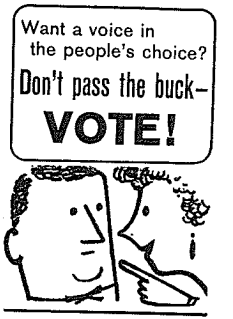
He began his career as a clerk in the Auditor of Passenger Accounts Office in San Francisco in 1911, moving to the Pass Bureau later that year. In 1915 he transferred to the Police Department. Before his appointment as special agent on the Coast Division he was for 17 years special agent on the Tucson Division.

During his colorful career he was an active participant in the investigation of many train robberies, and other types of crime. He made many friends all over the railroad and is widely known to law enforcement officials both in the southwest and in California.

SF Airport Earns More From Cars Than Planes

San Francisco International Airport earns more money from cars than from airplanes, according to a United Press International news report.

Airport Manager Belford Brown said that during the past fiscal year, autos brought in $1,235,000 while aircraft landing and takeoff fees netted only $950,000. Auto fees included $650,000 for parking, $410,000 from car rental concessions and $175,000 from taxi and limousine operators.



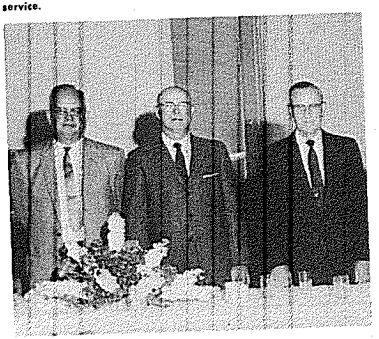
Recent Retirees



JOHN A. SCOTT, traveling accountant in the Auditor of Disbursements Office, San Francisco, retired this month after 47 years' service.



FRANK POLKINHORN, assistant valuation engineer, San Francisco, has retired from the company after more than 47 years.

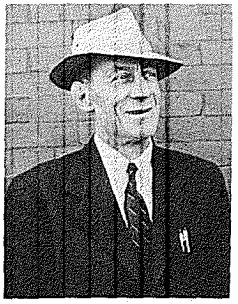


HONORED at a recent banquet upon retiring were three departmental foremen of Sacramento General Shops. They were (l-r) Jack Trusler, saw mill foreman, 38 years of service; William Regan, machinist foreman, 50 years; and Harold Reynolds, welding foreman, who had 44 years with SP.

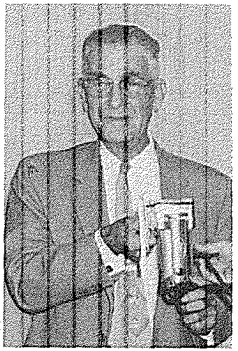


A LARGE GATHERING of relatives and friends honored H. R. Randal (fourth from left), car foreman at El Paso, at a dinner in Juarez, Mexico, on the occasion of his retirement from SP service after 40 years.

LAWRENCE (LARRY) CHAMBERS, assistant engineer, Portland, has retired after more than 47 years' service. Because of his uncanny memory for dates and details of railroad happenings he was dubbed the "walking railroad encyclopedia" by his many friends.



M. R. WATT, assistant signal supervisor, Douglas, Arizona, has retired from SP after 41 years of service.



PROMOTIONS

ENGINEERING: **Thomas L. Fuller,** to assistant engineer of bridges, with headquarters in San Francisco; **Edward Bianchi,** to electrical foreman, with headquarters in El Paso; **T. V. Engle,** to assistant signal supervisor, with headquarters in Douglas.

PACIFIC MOTOR TRUCKING: **E. D. Etzel,** to the newly created position of systems analyst; **S. E. Hyde,** to commerce supervisor; **J. G. Mailkoff,** to machine accounting supervisor; **J. H. McEvoy,** to chief accountant, all in San Francisco.

CIGARS, CANDY

Births in Our SP Families

Sons to: **Gail Stenson,** clerk; **Dolores Butterfield,** clerk, both of Auditor of Freight Accts., General Office; **Alan Peters,** asst. personal record clerk, Los Angeles Shops; **James Hansen,** chief car draftsman; **Richard Walkup,** engineer; **Edgar Thompson,** lead draftsman, all of the Mechanical Department, San Francisco.

Daughters to: **Sylvia Rafferto,** file clerk, Freight Traffic Dept.; **Maureen** and **Al Smith, Carol** and **Paul Lazooten, William Rebholts, Marty Johnson, Maurice Kay,** all clerks, Auditor of Freight Accounts, General Office, San Francisco; **Pedco Escudero,** ballast regulator operator; **Eldon Gardner,** draftsman, both Tucson Division.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **Paul Balmer,** mechanic; **Leora Bradley,** agent; **Joseph Calabro,** clerk; **Nugent Cromer,** towerman; **Placido Duran,** section laborer; **John Estruth,** clerk; **George Franzen,** yardmaster; **Curtis Howell,** machinist helper; **Flora Medina,** coach cleaner; **Robert Moskiman,** carman; **George Mullett,** brakeman; **Salvatore Parino,** carman; **John Rippy,** machinist helper; **Ernest Rombough,** conductor; **Bernard Thelan,** telegrapher; **Dana Wilcher,** conductor.



L. C. McCAUGHY, agent at Ventura, retired after 38 years' service, the last 15 as local chairman of the Order of Railroad Telegraphers.

LOS ANGELES DIVISION: **Alfred Akin,** night chief clerk; **John Blankenship,** switchman; **Fred Broughton,** engineer; **Eugene Ellis,** clerk; **Lucas Garcia,** machinist; **Mack Giles,** chair car porter; **Ed Hamilton,** section laborer; **Percy Heffernan,** brakeman; **Aaron Hern,** brakeman; **James Jarman,** yardmaster; **Clyde Lamberton,** switchman; **Andrew Leitner,** boilermaker; **Elliott McCloud,** freight carman; **Robert McNabb,** switchman; **William Murphy,** water service welder; **Henry Peterson,** sorter; **Eugene Pink,** engineer; **Ysaias Reyes,** laborer; **Nick Orlando,** boilermaker helper; **Clarence Rogers,** car inspector; **Charley Roseboom,** carpenter.

LOS ANGELES SHOPS: **Higinio Castruita,** carman helper; **Harold Charlson,** machinist; **Theodore Elwell,** machinist; **Antonio Lopez,** carman; **Albert Palmer,** locomotive painter; **William Rudolph,** machinist; **Clarence Stevens,** freight carman; **Howard Whitehouse,** machinist.

PORTLAND DIVISION: **Ralph Barton,** signalman; **George Cassle,** engineer; **Ray Fish,** carpenter; **Ernest Greschel,** freight carman; **John Leckman,** car inspector; **Glenn Lee,** millman; **Clyde McCracken,** engineer; **Chester Miller,** conductor; **Norman Miller,** engineer; **John Mills,** signalman; **Joseph Reed,** machinist; **Leslie St. Claire,** machinist helper; **Walter Smith,** conductor; **Ella Smoke,** carman helper.

RIO GRANDE DIVISION: **Raymundo Baca,** carman helper; **Ballard Chandler,** conductor; **Ralph Jones,** conductor; **Arthur Lason,** conductor; **Remualdo Madrid,** section laborer; **Elmer McClung,** conductor; **Gilberto Molina,** laborer; **Juan Renteria,** carman; **Natividad Vasquez,** extra gang laborer.

SACRAMENTO DIVISION: **Howard Bledsoe,** conductor; **Albert Clause,** yard clerk; **Edgar Cook,** engineer; **Robert Duncan,** water service helper; **William Flynn,** agent; **John Harbin,** baggage agent; **Charles Raymond,** freight checker; **Guido Romani,** carman; **George Ross,** fireman; **William Seitz,** water service mechanic; **Morval Troxel,** engineer.

SACRAMENTO SHOPS: **Jerome Barry,** cabinetmaker; **Richard Deal,** millman; **James Rowe,** crane operator.

SALT LAKE DIVISION: **Thomas Bright,** conductor; **Roy Cantu,** track laborer; **John Claunch,** roundhouse foreman; **Clyde Coleman,** sheetmetal worker foreman; **Carl Hansen,** B&B carpenter; **Arthur Leal,** conductor; **Vincent McDonald,** accountant; **Leland Morby,** signal maintainer; **Leonard Ottley,** car inspector; **Thomas Paulidis,** section foreman; **Herbert Yarrington,** machinist.

SAN JOAQUIN DIVISION: **Clifford Farmer,** clerk; **James Firestone, Sr.,** carman; **Theodore Goodpaster,** switchman; **William Higgins,** conductor; **Daniel Parker,** engineer inspector; **Willie Tucker,** laborer.

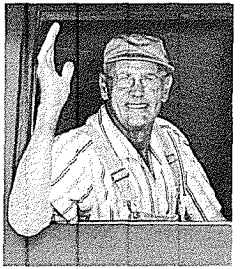
SHASTA DIVISION: **Larkin Deer,** fireman; **Elmer Kappen,** agent-telegrapher; **Antonio Reginato,** carman; **Donald Stevens,** engineer; **Cyrielle Vercleyen,** carpenter.

TUCSON DIVISION: **William Barrett,** boilermaker; **Frank Bearse,** brakeman; **Joseph Blaise,** engineer; **Mitchell Boskovich,** engineer; **Guy Boyce,** clerk; **Anderson Deatherage,** engineer; **Roy Hopkins,** conductor; **Robert Nichols,** carman; **Bernard Rinkleib,** engineer; **James Smith,** engineer; **Ray Wills,** conductor.

WESTERN DIVISION: **Frank Amatore,** mail & baggage handler;

HALF CENTURY OF RAILROADING closed recently with the retirement of Jerry Petkovich (center), machinist at Bayshore Shops. On hand to offer Jerry congratulations on his lengthy stint was J. H. Himes (right), general foreman—machine shop, and A. J. Shaerin, air brake foreman.





RALPH R. SPANGER, engineer, Sacramento Division, has retired from Southern Pacific after more than 47 years' service.

Will Brown, laborer; **Daniel Ennis,** switchman; **Joseph Farrell,** switchman; **Jesse Ferreira,** deckhand; **George Henderlong,** engineer; **Earl Hensley,** engine foreman; **John Hughes,** *switchman;* **William Kuechler,** B&B carpenter; **Delbert Lee,** electrician helper; **Raymond Lemery,** engineer; **James Lord,** car inspector; **Pete Magri,** *carman helper;* **Ernest Martin,** conductor; **Merced Martinez,** section laborer; **Joseph Renaud,** brakeman; **Bryan Spaulding,** painter; **Seymour Tower,** conductor; **Mary Wells,** Ditto messenger-operator.

PACIFIC ELECTRIC: **Carroll Crockett,** carman; **Noah Edmondson,** fireman; **William Hauser,** yard clerk; **Leslie Housley,** relief agent; **William Lutes,** brakeman; **Bertrand McCumsey,** fireman; **David Shelby,** brakeman; **Feliciano Vallejo,** laborer; **Arden Nasher,** asst. chief clerk.

NORTHWESTERN PACIFIC: **Sue Adams,** asst. agent-telegrapher; **Joe Buratti,** powderman; **Andrew Curtin,** conductor; **John Ettline,** carman; **W. T. Rice,** roadmaster; **Herman Kern,** extra gang foreman; **Elmer Olson,** engineer.

OTHER DEPARTMENTS: **Harley Talbott,** foreman, Duplicating Bureau, Los Angeles; **Walter Hodgins,** asst. chief clerk, Auditor Equipment Service Accounts, General Office; **Edith Gehring,** PBX operator, San Luis Obispo; **Garfield Simmons,** cook, Dining Car Dept., Los Angeles; **Marjorie Payne,** calculating operator; **Leah Smiley,** clerk, both Miscellaneous Accts., General Office; **John Echols,** waiter; **Alfred Meyer,** steward; **Ferdinand Soupal,** steward, all Dining Car Dept., West Oakland; **John Burns,** chief engineer; **Jens Dietz,** kitchen aid, both General Hospital, San Francisco; **John Campbell,** *piece worker, Wood Preserving* Plant, Eugene; **Walter Bacigalupi,** helper; **Melvin Smith,** asst. section stockman, West Oakland Stores; **Elmer Goforth,** *conductor, SD&AE Railway* Company; **L. N. Griffith,** asst. mechanical engineer, General Office; **C. L. Meyers,** special agent, San Francisco; **Frank Polkinghorn,** asst. valuation engineer, General Office; **C. H. Reeves,** asst. general freight agent, Oakland; **E. L. Rieff,** agent, Stockton.

HALF CENTURY of railroading came to a close last month with the retirement of Steve Carone, section foreman, Los Angeles Division's Taylor Yard. More than 250 friends honored him at a retirement banquet.



OUR SYMPATHY

Deaths in SP Family

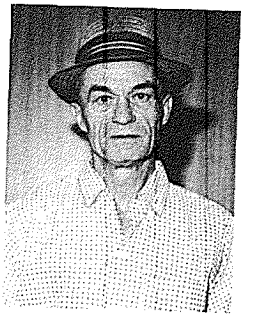
COAST DIVISION: **Earl Fiske,** conductor; **George Hontales,** freight carman; **Ingval Johnson,** brakeman. *Pensioners:* **Thomas Calvos,** carload checker; **Earl Cheever,** engineer; **Livio Del Chingara,** boilermaker helper; **Lewis Diel,** freight carman; **Kenneth Gannon,** carload bill clerk; **William Hudson,** telegrapher; **Samuel Peacock,** switchman; **Newell Rich,** signalman; **Nick Spyros,** *boilermaker helper;* **Paul Zolezzi,** trucker.

LOS ANGELES DIVISION: **William Brannigan,** machinist; **Emma Gauthier,** key punch operator; **Frank Mathieu,** switchman; **Joseph Mihalko,** carman; **Charles Walker,** switchman; **Arthur Williams,** water service *mechanic.* Pensioners: **Alexander Brown,** switchman; **Pasqual Castillo,** stationary engineer; **Erick Christensen,** brakeman; **George Clements,** telegrapher; **James Coluse,** machinist helper; **Elmer Dimeling,** fireman; **Frank Henville,** engineer; **Latey Ann Kilgore,** *coach cleaner;* **Arthur Morrill,** chief clerk; **Candelario Ramos,** bricklayer; **James Redfern,** switchman; **Frederick Sage,** signal maintainer.

LOS ANGELES SHOPS: **Henry Hood,** freight carman; **Pat O'Mullin,** machinist. Pensioners: **Horace Barraclough,** lead tender truckman; **Ross Hansen,** pipefitter; **Jose Morales,** boilermaker helper; **Frederick Rohr,** upholsterer.

PORTLAND DIVISION: **Clifford Helgerson,** B&B foreman. Pensioners: **William Burton,** conductor; **Charles McCabe,** car clerk; **George McRay,** agent; **Edwin Miller,** store helper; **Joseph Naylor,** blacksmith; **Richard Williams,** switchman; **Loreto Zerate,** section laborer.

RIO GRANDE DIVISION: Pensioners: **John Clary,** clerk; **George Dingwall,** conductor; **William Dolan,** conductor; **Candido Martinez,** section laborer; **Patrick Savage, Jr.,** brakeman; **John Smith,** stationary fireman.



CLYDE COLEMAN, sheetmetal foreman, Ogden Shops, has retired after 44 years of service with Southern Pacific.

SACRAMENTO DIVISION: **Harry Brown,** asst. supervisor *of equipment;* **Carlos Vasquez,** crane operator; **Leonard Waters,** engineer. Pensioners: **Ira Hocker,** conductor; **Wilfred Ladlow,** boilerwasher; **Edward Sprague,** conductor.

SACRAMENTO SHOPS: Pensioner: **Joseph Simas,** passenger carman.

SALT LAKE DIVISION: **Ole Olson,** brakeman. Pensioners: **William Boman,** *water* service mechanic; **Henry Steed,** engineer; **Lee Wilson,** air brake machinist.

SAN JOAQUIN DIVISION: Pensioners: **Lloyd Brown,** conductor; **Charles Joyner,** section foreman; **Clifford Renshaw,** engineer.

SHASTA DIVISION: Pensioners: **Luigi Capovilla,** machinist; **Irvin DeHass,** telegrapher; **George Justice,** agent-telegrapher; **Russell McMullen,** switchman.

TUCSON DIVISION: **Hervey Barker,** electrician helper; **James Curley,** *clerk;* **Ernest Lord,** brakeman; **Jones**



AMONG THOSE RETIRING from Southern Pacific recently were these gentlemen who *worked together on the same switching crew at Bayshore Yard near San Francisco.* They retired on the same day. Reading left to right are E. J. Murray, helper, 33 years; C. E. Olsen, foreman, 33 years, and R. M. Bass, helper, who retired after 32 years.

Stevens, track laborer. Pensioner: **John Brunner,** section foreman.

WESTERN DIVISION: **Link Boutte,** trackwalker; **John Grajeda,** carman apprentice; **Edward Raftery,** conductor; **George Thayer,** switchman. Pensioners: **Gustaf Bloom,** first asst. engineer, steamers; **George Byers,** machinist; **Walter Chumney,** yardmaster; **Michele Covello,** engine watchman; **Thomas Davis,** car inspector; **James Duffy,** section foreman; **William Funkhouser,** engineer; **Lula Hargerty,** coach cleaner; **James Jackson,** brakeman; **Nicholas Kasovia,** pipefitter; **Martin Nirich,** freight handler; **Riley Samuel,** chair car porter; **John Shelaberger,** master mechanic; **James Simpson, Sr.,** conductor; **Herman Walker,** engineer.

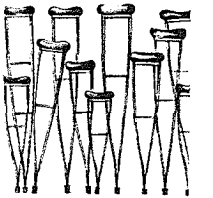
PACIFIC ELECTRIC: **Jasper Luther,** conductor. Pensioners: **William Johnston,** conductor; **Everett Holmes,** janitor; **Leslie McDonald,** conductor; **George Smith,** mechanic; **John Schermehorn,** engineer; **Charles White,** conductor.

NORTHWESTERN PACIFIC: Pensioners: **Delbert Atwell,** engineer; **Alvin Loveland,** trackwalker; **Manuel Silva,** deckhand; **Antonio Tamburini,** machinist.

OTHER DEPARTMENTS: **Raymond Culver,** head engineer accountant, Valuation Dept., General Office; **Virginia Hedrick,** nurses' aid, **Mabel Muller,** nurse, both General Hospital, San Francisco; **Ernest Steinberg,** clerk, Disbursements Accounts, General Office. Pensioners: **Curtis Horton,** shovel engineer, Engineering Dept., system; **Arol Wolford,** asst. engineer, Engineering Dept., General Office; **Ruby Wilson,** *steno-clerk*; **Joseph Reay,** clerk, both Passenger-Traffic, General Office; **Harry Morris,** chief clerk, Equipment Service Accts., General Office; **Edna Gilbert,** voucher clerk, Operating Dept., General Office; **James King,** livestock inspector, Freight Claims, Los Angeles; **William Sievers,** city freight agent, Freight Traffic, New York; **Noble Brooks,** *messenger*, Traffic Dept., Washington, D. C.; **Valentine Daly,** news agent; **Lee Kinsey,** chef, both Dining Car Dept., West Oakland; **Simon Hernandez,** commissary helper-reliefman, West Oakland Stores; **Harry Ramsey,** B&M handler, LAUPT.

REMEMBER . . .

Polio strikes adults as well as children. It knows no age limit. If you, or members of your family, have not had your polio shots, get them right away. The Salk vaccine has proved its effectiveness. Don't delay—you can't afford to take a chance when your health is at stake.



THEY COME IN ALL SIZES!

Last year polio increased among the unprotected

DON'T TAKE A CHANCE—TAKE YOUR POLIO SHOTS

See your Doctor or Health Department

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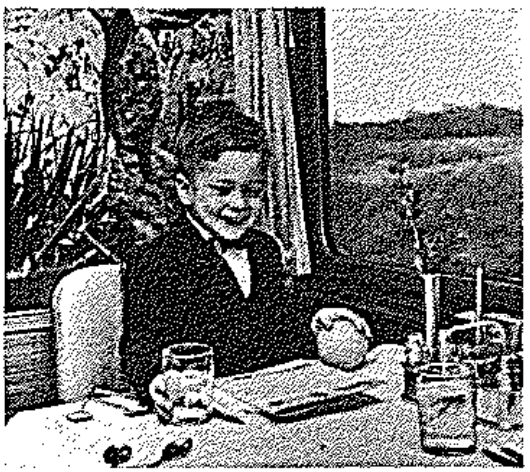


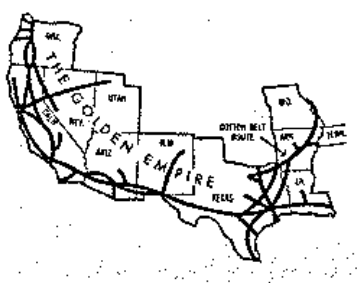
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